

ILLINOIS DEPARTMENT OF TRANSPORTATION FISCAL YEAR 1999 ANNUAL REPORT

FISCAL YEAR 1999 HIGHLIGHTS

Each spring, the Governor presents members of the General Assembly and the public updated investment programs for highways, public transportation, airports and rail transportation. The program lists projects that IDOT intends to accomplish in the next five years within projected funding.

HIGHWAYS

In FY 1999, the highway program included \$1.145 billion in federal, state and local matching funds, with more than 97 percent allocated for preserving the existing systems of highways and bridges. The investment supported more than 27,000 private sector jobs in the construction industry and related businesses, and improved 1,255 miles of road and 443 bridges.

In planning how to use state and federal funding for capital improvements, IDOT developed the following priority list:

Capital Investment Priorities

1. PRESERVATION AND MODERNIZATION of the interstate highway system.
2. PRESERVATION AND MODERNIZATION of other Illinois state highways.
3. EXPANSION/ADD LANES improvements to reduce congestion.
4. CONSTRUCTION of new principal arterial routes to enhance economic development.

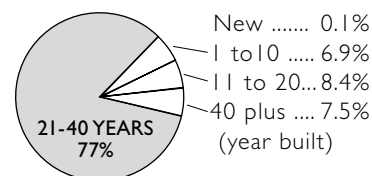
Repairing and modernizing Illinois' interstate highways is the state's top capital investment priority because they represent lifelines of the economy. Interstate highways are particularly critical for commercial transportation in Illinois. More than 50 percent of all goods that are shipped on highways move on the interstate system. In addition to their heavy use, Illinois' interstates are among the oldest in the nation. That combination increases and accelerates rehabilitation needs. As the chart shows, nearly 85 percent of the interstate system is now at least 21 years old—past the 20-year design cycle when major rehabilitation and upgrades may be needed.

The non-interstate highway system has an even higher percentage of roads built more than 20 years ago—nearly 96 percent, as shown in the chart.

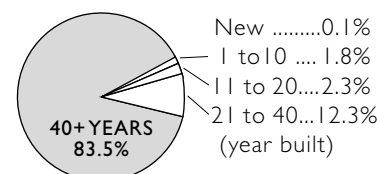
FY1999 PROGRAM FUNDING

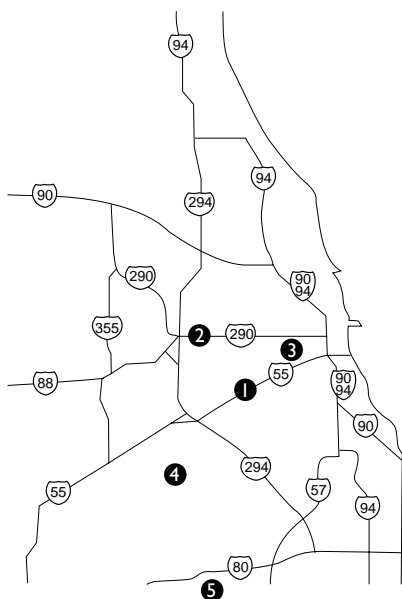
SOURCE	AMOUNT
Federal	\$ 601,000,000
State	\$ 510,000,000
Local	\$ 34,000,000
TOTAL	\$ 1,145,000,000

AGE OF ILLINOIS INTERSTATE SYSTEM IN 2000



AGE OF ILLINOIS NON-INTERSTATE SYSTEM IN 2000





In allocating resources for handling key operations, IDOT's operations priorities include:

Operations Priorities

1. SNOW AND ICE CONTROL on the state's 42,000 lane miles of road.
2. ROADWAY MAINTENANCE on a 24-hour basis.
3. TRAFFIC MANAGEMENT—including signal maintenance to Emergency Traffic Patrol.
4. EMERGENCY RESPONSE during disasters.
5. ROADSIDE MANAGEMENT and services—mowing, litter pickup and rest areas.

Major Accomplishments During FY 1999

① Stevenson Expressway (Interstate 55) in Cook County. Completed Phase 1 of the reconstruction for the Stevenson Expressway from Willow Springs Road near the Tri-State Tollway (I-294) to the Dan Ryan Expressway (I-94/90) in Cook County. The work on the three inbound lanes cost \$120 million. It included the reconstruction of the mostly elevated section between Kedzie Avenue and Canal Street, new and improved lighting along the roadway, and the construction of dedicated ramps for exiting vehicles at Damen, Ashland, and the north- and south-bound Dan Ryan to improve safety and traffic flow. The total project is estimated to cost \$567 million, with Phase 2 scheduled for the Year 2000 construction season.

② I-290/I-88 Interchange (Hillside bottleneck) in Western Cook County. Initiated engineering studies to untangle one of the worst bottlenecks in northeastern Illinois. Governor George Ryan put the project on a fast track schedule to construct additional lanes and related improvements. The multi-year project is estimated to cost \$105 million.

③ Ogden Avenue at Illinois 50 (Cicero Avenue) in Cicero (Cook County). Reconstructed interchange and improved lighting at a cost of \$19.3 million.

④ 143rd Street in Orland Park (Cook County). Added lanes from U.S. 45 to Illinois 43 at a cost of \$13.8 million.

⑤ U.S. 45 in Frankfort (Will County). Constructed additional lanes and a replacement bridge and installed traffic signals and lighting from Colorado Avenue to Old Plank Road Trail at a cost of \$12.9 million.

⑥ Illinois 173 from White Oaks Road to U.S. 14 in McHenry County. Widened and resurfaced road, improved intersection, and rehabilitated bridge at a cost of \$7.1 million.

⑦ U.S. 30 in Montgomery (Kane and Kendall Counties). Constructed additional lanes, a bikeway and a replacement bridge from east of the Burlington Northern Railroad tracks to Briarcliff Road and over the Fox River at a cost of \$10 million.

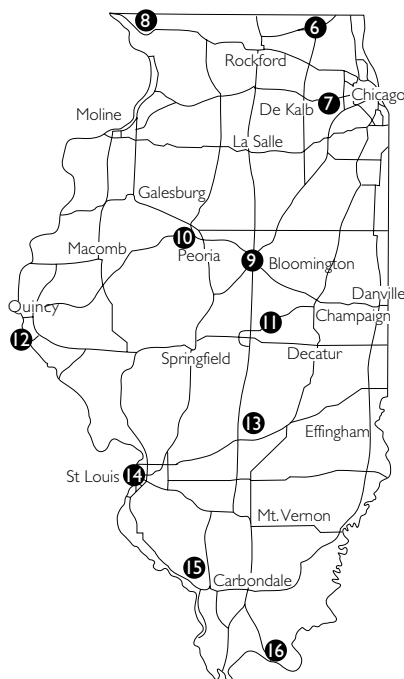
⑧ U.S. 20 in Jo Daviess County. Resurfaced pavement, straightened curves and constructed truck climbing lane on U.S. 20 from Derinda Center Road to Krohmer Road at a cost of \$6.1 million.

⑨ Business I-55 from Clearwater Avenue in Bloomington to the Union Pacific Railroad in Normal. Added lanes, resurfaced pavement and replaced bridge at a cost of \$11.4 million.

⑩ U.S. 24 bridge over Illinois River in Peoria. Rehabilitated and painted bridge and replaced bridge deck at a cost of \$26.1 million.

⑪ I-72 from west of U.S. 51 to east of Argenta (Macon County). Resurfaced pavement, repaired a ramp and bridge deck, and made safety improvements at a cost of \$8.4 million.

STATEWIDE PROJECTS



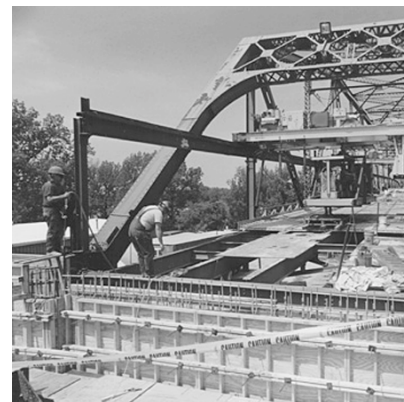
12 U.S. 36 Mark Twain Memorial Bridge at Hannibal. Built interchange and elevated approach to the replacement bridge carrying U.S. 36 across the Mississippi River at a cost of \$12.3 million. The amount includes Illinois' share of the construction cost for the bridge deck and painting of the bridge under contract by the state of Missouri.

13 I-70 from west of St. Elmo to west of Effingham (Fayette and Effingham counties). Resurfaced pavement at a cost of \$8.6 million.

14 Poplar Street Bridge complex in East St. Louis (Madison County). Added new bridge with a west-bound ramp from I-55/70/64 to Martin Luther King Bridge approach at a cost of \$15.3 million.

15 Illinois 13/127 from Pyatts Wye to Illinois 4 (Perry and Jackson counties). Realigned intersection, resurfaced pavement and replaced a bridge at a cost of \$6.6 million.

16 U.S. 45 in Metropolis (Massac County). Started upgrading the two-lane U.S. 45 highway from Yasoda Street to east of Devers Road, adding a lane in each direction and a bi-directional turn lane at a cost of \$6.9 million.



More than 97 percent of FY 1999 highway program funds were used to preserve roads and bridges.

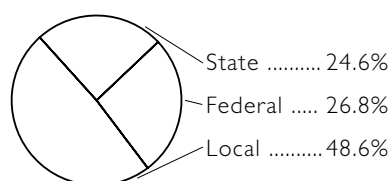
PUBLIC TRANSPORTATION

In FY 1999, the transit program allocated \$834.63 million in federal, state and local matching funds for operating assistance and \$479.34 million in capital assistance.

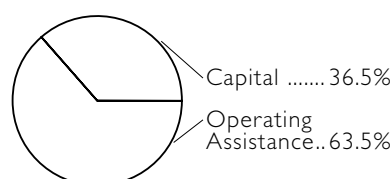
FY 1999 PROGRAM FUNDING

OPERATING ASSISTANCE		CAPITAL ASSISTANCE	
SOURCE/LOCATION	AMOUNT	SOURCE/LOCATION	AMOUNT
Federal		Federal	
Northeast Illinois	\$2,530,000	Northeast Illinois	\$284,220,000
Downstate Illinois		Downstate Illinois	\$56,010,000
Southwest	\$510,000	Statewide Paratransit	\$2,530,000
Urbanized	\$2,530,000	Total	\$342,760,000
Rural/Small Urban	\$4,000,000		
Total	\$9,570,000	State	
State		Northeast Illinois	\$44,000,000
Northeast Illinois	\$223,360,000	Downstate Illinois	\$8,270,000
Downstate Illinois		Statewide Paratransit	\$630,000
Southwest	\$15,920,000	Total	\$52,900,000
Urbanized	\$27,910,000	Local	
Rural/Small Urban	\$3,590,000	Northeast Illinois	\$64,270,000
Total	\$270,780,000	Downstate Illinois	\$19,410,000
Local		Statewide Paratransit	—
Northeast Illinois	\$526,730,000	Total	\$83,680,000
Downstate Illinois		TOTAL	\$479,340,000
Southwest	\$10,760,000		
Urbanized	\$13,950,000		
Rural/Small Urban	\$2,840,000		
Total	\$554,280,000		
TOTAL	\$834,630,000		

FUNDING SOURCES



PROGRAM ALLOCATION



The charts to the left show in percentages how the FY 1999 public transportation program is funded and how those funds are spent.

Major Accomplishments During FY 1999

NORTHEASTERN ILLINOIS

Chicago Transit Authority —

Rapid transit cars

Continued to rehabilitate rapid transit cars that have been in continuous service for 16 years. Some rehabilitated cars were delivered beginning December 1998. Total estimated cost: \$359.8 million.

40-foot Buses

Began process to purchase up to 440 buses that are air conditioned and fully accessible for persons with disabilities. The buses will be delivered beginning in May 2000. Total estimated cost: \$131 million.

Chicago/State Subway Station

Awarded a contract to reconstruct, and make accessible, the Chicago/State subway. Total estimated cost: \$23.41 million.

Metra —

Arlington Heights train station

Broke ground for a relocated train station in downtown Arlington Heights that continues the community's efforts to improve traffic flow, transit operation and access, and downtown business development. Total estimated cost: \$4.3 million.

Pace —

Harvey facility

Began construction of major multi-modal transfer facility in Harvey to boost economic development. Total estimated cost: \$3.4 million.

The charts on the next page show how commuters use mass transit in Northeastern Illinois.

SOUTHWESTERN ILLINOIS

Metro East -

Edwardsville bus transfer center

Madison County Transit District began construction of a bus transfer center in Edwardsville to provide a centrally located building for the safe and secure transfer of bus passengers, as well as a park and ride lot. Total estimated cost: \$3.5 million.

DOWNSTATE - URBAN

Illinois Terminal - Champaign

The Champaign-Urbana Mass Transit District dedicated its new multi-modal facility that provides a major transfer point for intercity bus and rail service, local bus service, and taxis. Cost: \$11 million.

Transit buses

The Champaign-Urbana Mass Transit District began the procurement of seven buses. Cost: \$2.8 million.

Several downstate grantees combined resources to procure 20 buses. Cost: More than \$5 million.

DOWNSTATE - RURAL

Storage/maintenance facilities

Quincy began construction of an office/maintenance and storage facility on the same site as the city's maintenance facility to consolidate resources while replacing a worn-out transit facility. Cost: \$1.5 million.

Piatt County began construction of a storage/maintenance facility to improve the reliability of public transportation in the county. Cost: \$300,000

DOWNSTATE - URBAN AND RURAL

Paratransit vehicles

Seventy-six paratransit vehicles replacing worn-out units were delivered to not-for-profit and transit agencies. Cost: \$4 million.

AIR TRANSPORTATION

The FY 1999 program included \$120.6 million in federal, state and local matching funds for improvement projects at airports throughout the state. The funded projects improve the safety and efficiency of the airports and enhance opportunities for economic development in communities throughout the state.

FY 1999 PROGRAM FUNDING	
SOURCE	AMOUNT
Federal	\$90,800,000
State	\$14,100,000
Local	\$15,700,000
TOTAL	\$120,600,000

3rd Airport—Chicago Region

A recent study by Booz, Allen and Hamilton on air capacity needs in Northeastern Illinois completed for the Chicagoland Chamber of Commerce, as well as the state's own aviation forecasts, show a need for increased capacity in the Chicago region. The findings confirm conclusions of numerous earlier studies with participation of the Federal Aviation Administration (FAA), the states of Wisconsin and Indiana, and the City of Chicago, that a third airport is needed in the region to meet the demand into the 21st Century.

In FY 1999, Governor George Ryan submitted a plan to the FAA for a new major airport in the south suburbs in Will County. The new airport would provide the Chicago area with additional air capacity while providing relief for the noise-weary suburbs around O'Hare International Airport. The new airport is designed to grow with future demand for air travel. The start-up facility would:

Cost \$468 million and be financed through federal and private funds;

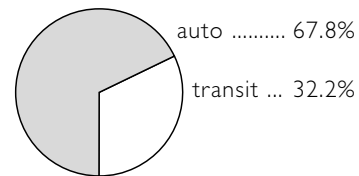
Require 4,100 acres of land and an interchange with Interstate 57;

Consist of one 12,000-foot runway to handle the largest current aircraft, a parallel taxiway system and a precision instrument landing system; and

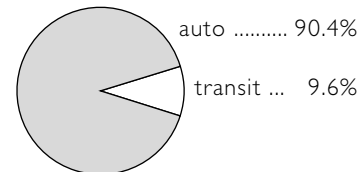
Use a 12-gate terminal to handle more than 2 million passengers during the first year and up to 4 million within three years.

MODAL ORIGINS IN NORTHEASTERN ILLINOIS

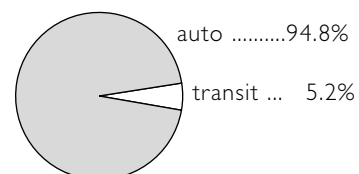
CITY OF CHICAGO



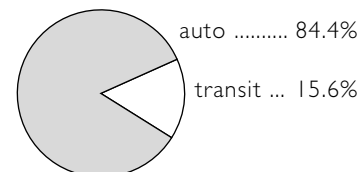
SUBURBAN COOK



COLLAR COUNTIES



TOTAL RTA REGION



Major Accomplishments During FY 1999

Runway extensions

Completed at Beardstown (\$162,000), Carbondale (\$788,000) and Rockford (\$9,045,000).

Runway rehabilitation

Completed at Bloomington-Normal (\$2,499,000), Cairo (\$720,000), DuPage (\$643,000), Pinckneyville-DuQuoin (\$319,000) and Springfield (\$9,601,000).

New taxi ways

Constructed at Carbondale (\$2,627,000), DeKalb (\$320,000), Macomb (\$867,000) and Morris (\$780,000).

Taxi way rehabilitation

Completed at Centralia (\$407,000), Lawrenceville (\$630,000), Moline (\$2,657,000) and Peoria (\$1,910,000).

Safety equipment

Weather reporting equipment installed at Jacksonville and Pittsfield.

Instrument landing equipment installed at DeKalb and Romeoville.

Emergency Medical Services Helicopter Airlifts

IDOT provided about 900 emergency flights to medical facilities in FY 1999 for critically ill or injured individuals and for organ transplants.



Airport improvement projects enhance the safety and efficiency of the air transportation system.

RAIL TRANSPORTATION

In FY 1999, the rail program allocated \$15.7 million. Of that amount, \$7.5 million was used to continue inter-city rail passenger service between Chicago and Quincy, Carbondale, and St. Louis, providing the second year commitment of a three-year state contract with Amtrak for operating service. The contract—the first of its kind in the nation—caps the cost to Illinois for the state-sponsored service. Another \$1.2 million supported service between Chicago and Milwaukee.

A total of \$6.6 million was provided to the rail freight improvement program, which funds capital improvement projects through grants and low interest loans that are selected for their long-term economic benefits to the state. These state grants and loans leverage private investment from participating rail operators and shippers, creating or helping to retain nearly 2,000 jobs during the 1990s.

Additional funds were provided in FY 1999 to improve rail passenger stations and conduct an environmental impact statement for the high speed rail program.

FY 1999 PROGRAM FUNDING

RAIL PASSENGER PROGRAM		RAIL FREIGHT PROGRAM	
SOURCE	AMOUNT	SOURCE	AMOUNT
Operating Assistance		Federal Loans	\$1,000,000
State-supported trains	\$8,700,000	State Loans and Grants	\$5,567,700
Capital Assistance		Total	\$6,567, 700
Station Improvements			
State	\$218,000		
High Speed Rail			
Federal	\$200,000		
State	\$200,000		
Total	\$9,318, 000		

Major Accomplishments During FY 1999

Ridership increase on state-supported trains

During FY 1999, the major gains in ridership during FY 1998 were maintained, achieved in part by restored confidence in rail passenger service through the multi-year contract with Amtrak.

Marketing efforts also contributed to maintaining the ridership increase, as coalitions of community officials for the three downstate corridors along with Amtrak and IDOT officials continue to meet quarterly to promote and enhance passenger rail service in their communities. During FY 1999, the coalitions produced two brochures — one a calendar of events for each community and the other listing bed and breakfast inns easily accessed by rail.

IDOT also promoted passenger rail service by conducting sales visits throughout the state, distributing promotional materials to Chambers of Commerce, units of government, colleges, major employers, banks and activity centers.

Rail freight projects completed

During FY 1999, seven major projects were completed, helping to create or retain 338 jobs and leveraging \$5,420,000 in private funds. Projects completed include:

New track construction (City/town; Railroad; Length; Cost)

- Allen; Union Pacific; 5,650 feet; \$2,706,675
- Galesville; Norfolk Southern; 3,750 feet; \$703,600
- Granite City; Norfolk Southern; 4,620 feet; \$3,000,000
- Pekin; Illinois Central; 1,000 feet; \$300,000
- Pontiac; Union Pacific; 4,295 feet; \$967,340
- South Chicago; Elgin, Joliet & Eastern Railway; 3,600 feet; \$865,000

Rehabilitation (City/town; Railroad; Length; Cost)

- Calumet; Belt Railway Company of Chicago; 4.79 miles; \$3,500,000
- Marion; Crab Orchard & Egyptian Railroad; 500 feet; \$60,000

Rail freight projects under construction

During FY 1999, nine major projects were under construction, helping to create or retain 190 jobs and leveraging \$39,768,000 in private funds.

Station improvement projects completed

- Installed wheelchair lifts and enclosures at 11 stations throughout the state, enabling persons with disabilities to access Amtrak trains. Cost: \$62,000
- Added 22 parking spaces to the Quincy passenger rail station. Cost: \$45,000
- Contributed funds for the Amtrak area in the new Intermodal Transportation Center opened in Champaign during 1999. Cost: \$300,000

Station improvement projects started

- Initiated the complete rehabilitation of the Princeton station.

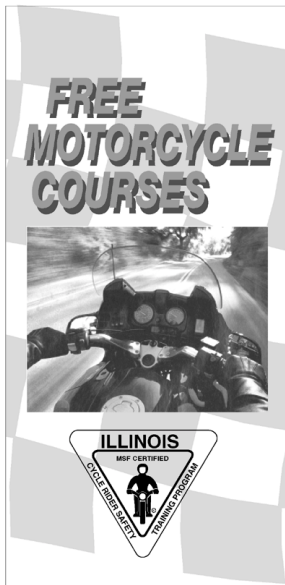
High speed rail projects completed and under development

- Continued work on the environmental impact statement for the Chicago–St. Louis corridor.
- Installed and started testing a Vehicle Arresting Barrier (VAB) system at three grade crossing locations.



Rail projects improve tracks and support freight service.

- Started Positive Train Control Project, a pilot project - first in the nation - that monitors the location of trains on a 120-mile section of track between Springfield and Mazonia.
- Began East St. Louis Track Project, which involves rebuilding and adding signals to area tracks. The project streamlines the route between Alton and St. Louis, cutting 20 minutes in travel time for Amtrak trains.



The department's traffic safety education efforts include distributing public information materials statewide.

TRAFFIC SAFETY

The department continued working in FY 1999 to make highway travel safer by:

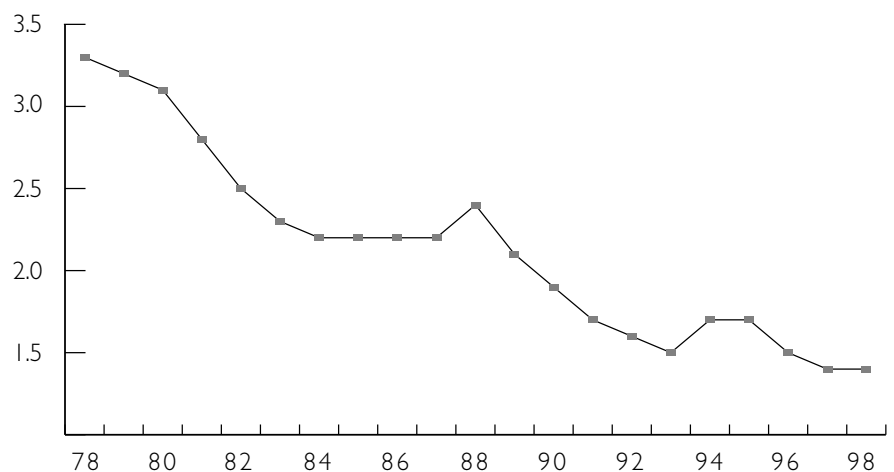
- analyzing information, including data from about 500,000 crashes, to determine what programs or initiatives would improve traffic safety;
- conducting safety inspections of school and church buses, as well as commercial vehicles, including trucks and buses;
- conducting motorcycle training classes at 43 sites;
- informing the public about the proper use of child safety seats and seat belts;
- distributing federal funds to local communities to promote safety programs; and
- providing public information materials statewide.

Major Accomplishments During FY 1999

Low fatality rate

The provisional fatality rate for Fiscal Year 1999 is less than 1.4 persons killed per 100 million miles driven in Illinois, maintaining the state's lowest rate in history.

MOTOR VEHICLE FATALITY RATE IN ILLINOIS 1978–1998 PER 100 MILLION VEHICLE MILES TRAVELLED



Safety inspections

School and church buses – 38,000 semiannual inspections of school buses were conducted by IDOT, while about 4,300 school buses and 800 church buses received unscheduled inspections. In addition, nearly 3,000 school bus drivers were trained to perform a thorough school bus pre-trip inspection.

Motor carriers – About 462,000 inspections were conducted to ensure that commercial vehicles and their drivers comply with safety regulations. A total of 171 compliance reviews were made, with 65 of those carriers inspected receiving civil penalties.

In addition, IDOT conducted 27 on-site reviews with new and small trucking companies to educate them about motor carrier regulations.

Hazardous materials transportation – 12,801 hazardous materials transportation inspections were reviewed. A total of 1,315 notices of serious violations were sent and 176 civil penalties issued.

Motorcycle rider training

More than 8,300 individuals registered in 730 motorcycle training classes at 43 locations statewide during 1999. Working with selected state universities, IDOT funds the program yearly from a portion (27 percent) of the motorcycle license plate fee (\$1.5 million) and, beginning in 1999, from a \$5 fee for driver's licenses with an M or L endorsement, which may generate \$360,000 yearly.

Child safety seats and seat belts

IDOT provided a total of 2,729 child safety seats for use by lower income parents and conducted eight safety seat workshops. The department also continued to encourage the use of seat belts, which were worn by 67 percent of drivers as determined by a July 1998 survey of 102,148 front seat occupants at 258 survey sites.

Local assistance

The department administered more than \$10.7 million in federal highway safety funds to 125 local communities and seven state agencies for promotion of highway safety, enforcement efforts, community programs and school presentations.

Public information and education

About 635,000 publications about air bags, alcohol, occupant and child protection, and other traffic safety issues were distributed statewide.

Training seminars were conducted for law enforcement officials, judges and state's attorneys. Three area briefings were held to inform elected officials, community leaders and representatives from public and private agencies about traffic safety issues.

NON-MOTORIZED TRANSPORTATION

The department continued working in FY 1999 to encourage the use of bicycles for their recreational and health benefits, as well as an alternative mode of commuter transportation, by:

- completing and opening more than 100 miles of new bicycle trails for the public;
- starting more than 50 miles of new bicycle trails;
- producing 80,000 copies of a new, Chicago-area regional bike trail map for free distribution; and
- reprinting 20,000 each of two of the nine regional bike trail maps available.

In addition, the department supported pedestrian transportation enhancements in FY 1999 by:

- Working with local governments to start or complete more than 40 projects that provide sidewalk or transit station safety improvements for pedestrians, including persons with disabilities.

